

[illegible]

£200,000, the cost goes to upwards of £300,000, the expense of construction per mile being rather less. In sanctioning this connection with its greater expense the Public Works Committee would seem to have acknowledged the useful principle of the intermediate connection of the nearest points by rail, shortening the time of the construction of a line which will bring an outlying town like Coomaballe into touch with the railway system of the colony with the least pressure on the main line, and at the same time help to develop the intermediate territory to the best advantage, while shortening the time as a whole to the metropolitan centre and chief Australasian port. It would be impossible to insist too strongly on this as a principle in railway construction, and one far transcending in importance that of the intermediate connection in the construction. But looking to the Dubbo Coomaballe projected line in itself, it is shown by the Commissioners' report that, allowing only for a tri-weekly service, the total annual cost for interest, maintenance, and expenses would exceed the total income to be derived from the thing like in round figures £1500. It is fair to add that in making this estimate in December of last year the Railway Commissioners coupled with it a proviso stating the reasonableness of an assumption that the construction of the line would lead to an increase of country and consequent increase of business. In furnishing their report the Commissioners were, of course, restricted to the actual proposal before them, and they reported in consequence that since the Warren connection had been rejected in favour of the Dubbo Coomaballe in view of the fact that "Coomaballe and the surrounding district are entitled to railway facilities," the route via Dubbo was worthy of consideration. But the Railway Commissioners themselves, as is now well understood, prefer another route, a third, and a more direct one, as the one combining the maximum of advantage to the district with the greatest facilities for working in with that general railway system of the colony in the administration of which the Railway Commissioners are "totally and responsibly interested."

We should think that the House might well pause and give full consideration to the representations of the Commissioners on such a matter before it proceeds to deal finally with the question about to come before it. It is not for the House to be too impatient of that administrative body in certain expenses as much as possible, and such as large a return and as small an expenditure as it can on each year's workings of the railways of the colony. We know that in the past it has done this, and that the House has been very ready to support the Commissioners' administration. They are therefore entitled to special consideration when, in the face of the estimates before the House regarding the two other projected connections, they offer for consideration their proposal for a connection with a direct line Coomaballe, involving an expenditure of just under £150,000 and the construction of 147 miles of railway. It will be seen that both as to mileage and cost this extension involves more than the other. It will have to be constructed at a cost such a character as to increase the cost of construction seriously per mile. But when it has been constructed it will bring Coomaballe 80 miles nearer Sydney by rail than the Warren route, and 34 miles nearer than that by way of Dubbo.

And the House will be reminded on this subject published in our columns on Thursday last, when it was pointed out that the present expenditure of the extra construction cost would save for all time the extra haulage over 34 unnecessary miles of road. The Commissioners are of opinion that the Mudgee extension would meet the necessity for affording railway facilities to an extensive area of agricultural country, naturally and commercially connected with Mudgee, while the more settled character of the more settled class of country. There is one other point in favour of the Railway Commissioners and their attitude in regard to this matter to which they are entitled to claim attention. The Mudgee-Coomaballe extension fits better into the general scheme of railway extension than any other, and brings Coomaballe nearer to the metropolis, as has been shown. It is for the House to take these things into serious consideration, and not lightly reject the recommendations of the Commissioners appointed to administer the railway system of the colony.

Across Siberia, from St. Petersburg to Vladivostok, the great work of building a railway is steadily progressing. That work will not be accomplished for some years yet, but it has developed marvellously since the war. We are told that probably will be by 1904—the railway will cover over 4700 miles. Nor is there any doubt that the work will be carried out exactly. Regular goods and passenger traffic is now established on it as far as Irkutsk, which is the terminus of the railway in Siberia. Irkutsk, on the European side of Lake Baikal, is the terminus of the section which was engineered from the territory of Russia in Europe. There are two other sections to be considered. There is the section from Vladivostok on the Pacific, and the section from the Pacific to the lake. This was cut eight years ago. This is the section which gives most trouble to the engineers. There has been no difficulty in that way with regard to the line up to Irkutsk. From there the journey across Lake Baikal is made by a railway. The work on this section is progressing from the landing-place on the Asiatic side of this lake was completed this year. Regular services have already been established on the part of the line open for traffic, and the engineering difficulties in the way of the construction of a railway across the lake will, it is believed, will be overcome in time. The Chinese Government has granted concessions whereby the railway is allowed to deviate into Manchuria, which is as much as to say that the political destiny of that country is in the hands of the railway. Thus, long before the railway is completed, long before the 55 millions sterling which the work is estimated to cost have been expended, Russia has derived considerable advantage from her railway enterprise.

All this emphasizes the importance of railway construction from every point of view. Every nation recognises that now-a-days. The Dominion of Canada was created politically years ago, but the union was not consummated till the great line of railway was constructed through it. General Gordon was not sent to the Sudan, but it was not till Lord Kitchener bridged the deserts with his railway that he could fight the battle of Omdurman and crush the Khalifa's power. It is upon the Cape to Cairo railway that Mr. Cecil Rhodes reposes his hopes of a new Africa. British hopes of a new world are all based upon the fact that we all know the effect which has been created by intercolonial railway communication, whose influence in the creation of a federal spirit has not yet perhaps been sufficiently acknowledged. Omnipotent for the encouragement of the peace and good will which are the

[illegible][illegible][illegible]

tinged from page 4.)

minuting is over. In a quarter of an hour or twenty minutes the whole trainload of passengers will have got to the platform. Sometimes it may happen that two tidal trains may run in together, and a double take is thrown upon the staff. Then is the time for grumbling and for hints at the necessity of a more efficient agency cannot be taken against, since there is no telling when the trains, say from Dover on one side of the platform and Folkestone on the other, may be thrown together. But the Company run in together or separately. But the Company have always known when an east-bound heavy train has started from the coast, and if need be the staff at the London terminus is reinforced.

Hamburg is said the wealthiest city in Germany. There are as many as 120,872 papers of incomes tax, although all these incomes are under 900 marks are exempt.

[illegible]

sense which had become quite a rage all over the country. The first ones were simply "mashed" or "mashed" by the hawkers. One firm alone sold over 5000 pairs in three months; and the maker, a Frenchman in Paris, had it put down as machinery, and keep his factory going night and day for four months to supply the demand.

There was no more waiting for the man who could invent a puzzle that will take the place with the child of the "mashed" puzzle. The first was "Clower." I was informed, on the very highest authority, that more than one regular street hawk in Paris, had it put down as machinery, and often made over \$20 a week; and that \$10 weekly was by no means unusual for many of them. It was during a good run of a popular artist.

The *Journal de Trade* has issued a warning to shop-owners, advising grocers to be on their guard against the use of steam jacks and steel hammers.

to closely to
quite even, and
over, and that
I was
All
is two years
but my cure is
the same as
their lives by
the use of my
wrappers.
This medicine
is the only
cure for
the liver and
spleen, after
the stomach
of the Dr. Will-
iamson, New
Sydney, New
South Wales.
It is a tonic it

London that
removed rail-
ing. The
and case of
allied people

the enclosure is the main entrance, a large gateway of handsome Persian work in marble, above

[illegible]

THE TURF.
 The following races will be held at Banchory
 resolved that
 following dra
 declared :—

it be contested for in rinks, and the law for the initial round has been

...now threatening to interfere with matches in the colonies. 2. That the president, the treasurer, and another member to be selected at

VITADATIO.
The CITIZEN are LEGION, and there are CUREN

TENDERS for Stonework Job, Darling and Mac
Balmuir. F. Garnde.

MEMORANDUM FOR MR. HARRIS
THE QUEEN RIVER GOLD DREDGING

PHATSON

of which belief there is curious evidence in the fact that on one occasion a Sheikh made an impassioned remonstrance against the cruelty of making so small

[illegible]

g running of April Fool in the
o, on the third day of the recent
to the fact that the horse's saddle,

is asking the automobilists if the game handle. If it is persisted in, retrospective

were in dispute between this and the other
as represented by their amateur rowing

Tenders.

Head Office—87 Pitt-street, Sydney.

THAS. BAKES,
Manager (or Provisional M

1997

At the recent farmers' conference held at Orange

[illegible]

ian associations, in regard to the finan-
ces which intercolonial matches between
teams shall be played, again came up

e last Saturday, over a course of nearly a mile. The weather was rough at times, but the racing was fast and clean, and the finishes close in all the heats.

PRICE wanted Fencing. Apply Tom S. Madels
wood carver, 30 Pitt-st., Sydney.

SLATES, SLATES, SLATES.—Orders now being

ALL INTENDING HOME
call on or write to E. S. NELSON and CAL
George Street, over Freeman's, who are the A
LENDERS, and have no DIRECTORS to consult.

Cottages, £40 the lot. **PIEGAN and WALSH**
lay-road, opp. Nelson-street, Woodlura.

▲ **SHIELD**—Two Brick COTTAGES, semi-

Detached, Vol. 2 B.
Dr. Fm. 2
Merrill 18

1

u. Beane 7-u.e. and
percombis-at. Medf.
ck and Mrs. Car-
Geo.-st., op. Edm's.
ase Yo-night, 8. Wed.,
mpbell-st., 8.15.
daily. Meeting Tu-
sors from Oxford-st.
ate, has recd. Commi-
8 p.m. Ladies only.

CARDS FOR POSTING ABROAD.
 —————
 CARDS Posted TO-DAY (To-morrow, will reach London) are GIVEN FREE OF CHARGE. (Illustrations) These notices of the Post are well stocked, and the Prices are also Economical, both in CARDS and PRESENTS for SHIPMENT.
 —————
 Maps, and Every Convenience sent at a Moderate Price.
CARD COUNTER.
 —————
ERN BROTHERS

SYDNEY.

XXXXXXXXXXXXXXXXXXXX

Grants Wanted.

GIRL; assist housework, kind etc.
Apply after 8 P. M. Fitz-Roy St.,
residing General SERVANT, wife
of Mr. Morgan, Sydney.

GIRL; to assist in her week day
house-keeping at, Harry Hill,
Sydney.

General Servant, personal
60 Johns street, Newcastle.

Female BOY (ID), for generally useful
work. L. Brown, George-st.

GENERAL. Apply with refer-
ence to Mrs. Wainman, Newry,

[illegible]

mania. New York, N. Y.
 and KITCHENMAN, 30 Kent,
 city.
 and GIRL, generally used,
 place, Mariner-st., of 2500 elved,
 work and a machine, also 600 and
 and Lakeland, 11, 114 B. 2nd,
 -house 1 family CARTER, hotel
 and, 11, 114 B. 2nd, 2nd.
 and Dr. Dr. K., last night, 1900,
 1901, 1902, 1903, 1904, 1905,
 operable GIRL, at a house,
 and, 1901, 1902, 1903, 1904, 1905,
 -aged, 1903, 1904, 1905, 1906,
 and, 1907, 1908, 1909, 1910,
 and, 1911, 1912, 1913, 1914,
 and, 1915, 1916, 1917, 1918,
 and, 1919, 1920, 1921, 1922,
 and, 1923, 1924, 1925, 1926,
 and, 1927, 1928, 1929, 1930,
 and, 1931, 1932, 1933, 1934,
 and, 1935, 1936, 1937, 1938,
 and, 1939, 1940, 1941, 1942,
 and, 1943, 1944, 1945, 1946,
 and, 1947, 1948, 1949, 1950,
 and, 1951, 1952, 1953, 1954,
 and, 1955, 1956, 1957, 1958,
 and, 1959, 1960, 1961, 1962,
 and, 1963, 1964, 1965, 1966,
 and, 1967, 1968, 1969, 1970,
 and, 1971, 1972, 1973, 1974,
 and, 1975, 1976, 1977, 1978,
 and, 1979, 1980, 1981, 1982,
 and, 1983, 1984, 1985, 1986,
 and, 1987, 1988, 1989, 1990,
 and, 1991, 1992, 1993, 1994,
 and, 1995, 1996, 1997, 1998,
 and, 1999, 2000, 2001, 2002,
 and, 2003, 2004, 2005, 2006,
 and, 2007, 2008, 2009, 2010,
 and, 2011, 2012, 2013, 2014,
 and, 2015, 2016, 2017, 2018,
 and, 2019, 2020, 2021, 2022,
 and, 2023, 2024, 2025, 2026,
 and, 2027, 2028, 2029, 2030,
 and, 2031, 2032, 2033, 2034,
 and, 2035, 2036, 2037, 2038,
 and, 2039, 2040, 2041, 2042,
 and, 2043, 2044, 2045, 2046,
 and, 2047, 2048, 2049, 2050,
 and, 2051, 2052, 2053, 2054,
 and, 2055, 2056, 2057, 2058,
 and, 2059, 2060, 2061, 2062,
 and, 2063, 2064, 2065, 2066,
 and, 2067, 2068, 2069, 2070,
 and, 2071, 2072, 2073, 2074,
 and, 2075, 2076, 2077, 2078,
 and, 2079, 2080, 2081, 2082,
 and, 2083, 2084, 2085, 2086,
 and, 2087, 2088, 2089, 2090,
 and, 2091, 2092, 2093, 2094,
 and, 2095, 2096, 2097, 2098,
 and, 2099, 2100, 2101, 2102,
 and, 2103, 2104, 2105, 2106,
 and, 2107, 2108, 2109, 2110,
 and, 2111, 2112, 2113, 2114,
 and, 2115, 2116, 2117, 2118,
 and, 2119, 2120, 2121, 2122,
 and, 2123, 2124, 2125, 2126,
 and, 2127, 2128, 2129, 2130,
 and, 2131, 2132, 2133, 2134,
 and, 2135, 2136, 2137, 2138,
 and, 2139, 2140, 2141, 2142,
 and, 2143, 2144, 2145, 2146,
 and, 2147, 2148, 2149, 2150,
 and, 2151, 2152, 2153, 2154,
 and, 2155, 2156, 2157, 2158,
 and, 2159, 2160, 2161, 2162,
 and, 2163, 2164, 2165, 2166,
 and, 2167, 2168, 2169, 2170,
 and, 2171, 2172, 2173, 2174,
 and, 2175, 2176, 2177, 2178,
 and, 2179, 2180, 2181, 2182,
 and, 2183, 2184, 2185, 2186,
 and, 2187, 2188, 2189, 2190,
 and, 2191, 2192, 2193, 2194,
 and, 2195, 2196, 2197, 2198,
 and, 2199, 2200, 2201, 2202,
 and, 2203, 2204, 2205, 2206,
 and, 2207, 2208, 2209, 2210,
 and, 2211, 2212, 2213, 2214,
 and, 2215, 2216, 2217, 2218,
 and, 2219, 2220, 2221, 2222,
 and, 2223, 2224, 2225, 2226,
 and, 2227, 2228, 2229, 2230,
 and, 2231, 2232, 2233, 2234,
 and, 2235, 2236, 2237, 2238,
 and, 2239, 2240, 2241, 2242,
 and, 2243, 2244, 2245, 2246,
 and, 2247, 2248, 2249, 2250,
 and, 2251, 2252, 2253, 2254,
 and, 2255, 2256, 2257, 2258,
 and, 2259, 2260, 2261, 2262,
 and, 2263, 2264, 2265, 2266,
 and, 2267, 2268, 2269, 2270,
 and, 2271, 2272, 2273, 2274,
 and, 2275, 2276, 2277, 2278,
 and, 2279, 2280, 2281, 2282,
 and, 2283, 2284, 2285, 2286,
 and, 2287, 2288, 2289, 2290,
 and, 2291, 2292, 2293, 2294,
 and, 2295, 2296, 2297, 2298,
 and, 2299, 2300, 2301, 2302,
 and, 2303, 2304, 2305, 2306,
 and, 2307, 2308, 2309, 2310,
 and, 2311, 2312, 2313, 2314,
 and, 2315, 2316, 2317, 2318,
 and, 2319, 2320, 2321, 2322,
 and, 2323, 2324, 2325, 2326,
 and, 2327, 2328, 2329, 2330,
 and, 2331, 2332, 2333, 2334,
 and, 2335, 2336, 2337, 2338,
 and, 2339, 2340, 2341, 2342,
 and, 2343, 2344, 2345, 2346,
 and, 2347, 2348, 2349, 2350,
 and, 2351, 2352, 2353, 2354,
 and, 2355, 2356, 2357, 2358,
 and, 2359, 2360, 2361, 2362,
 and, 2363, 2364, 2365, 2366,
 and, 2367, 2368, 2369, 2370,
 and, 2371, 2372, 2373, 2374,
 and, 2375, 2376, 2377, 2378,
 and, 2379, 2380, 2381, 2382,
 and, 2383, 2384, 2385, 2386,
 and, 2387, 2388, 2389, 2390,
 and, 2391, 2392, 2393, 2394,
 and, 2395, 2396, 2397, 2398,
 and, 2399, 2400, 2401, 2402,
 and, 2403, 2404, 2405, 2406,
 and, 2407, 2408, 2409, 2410,
 and, 2411, 2412, 2413, 2414,
 and, 2415,

[illegible][illegible][illegible][illegible]

to my BOY, to Milk and to generally
are references.
M. S. FORD,
Newbury, or 25 Pitt-st.
station, a Farm HAND and Gate
keeper for the week: must be good
with copies of references to
C. E.

Wanted Office
personality useful, and able to handle
money and good matter, wants to be
employed; all accounts; must be personal
loyer; counter-balance have to pass
offices need apply.
Apply GARDNER, Smith Office
Newbury, in week, drop him
or GARDNER, of Enfield.

personally useful, must be in. In-
to Dr. L. Leubner.

LAUNDRY 88, or General. Apply
one week.
ENDEAVOR.

and Machine Print.

MORNING HERALD
PENNY PER COPY.
 per week, \$1.00 per quarter,
 6 months, \$2.50
ADVERTISEMENTS.
 charged to account must bear the
 name. The number of times they
 are inserted, and the address to which
 no verbal communication can be
 forwarded, the proprietors do not hold
 themselves responsible for. Advertisements
 inserted, and they reserve the right to
 terminate advertisements received at
 any course of business if they appear
 to be advertisements, besides to advertise
 in the Herald Office, Remonstrance
 King-street; but the proprietors
 are not responsible for the contents
 of advertisements in this respect.
 Advertisers will oblige by pay-
 ing in advance, and by sending the
 money to the proprietors, who will
 send the paper to the advertiser's
 residence, or to the office of the
 printer, if desired.

[illegible]

ge1352120